

## INTRODUCTION

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The following Historic Structures Survey/Determination of Eligibility Report presents a discussion of the results of a cultural resource survey conducted as part of the S.R. 24 Planning Study. The project area begins east of Love Creek and extends to just west of Route 1 (*See Figure 1*).

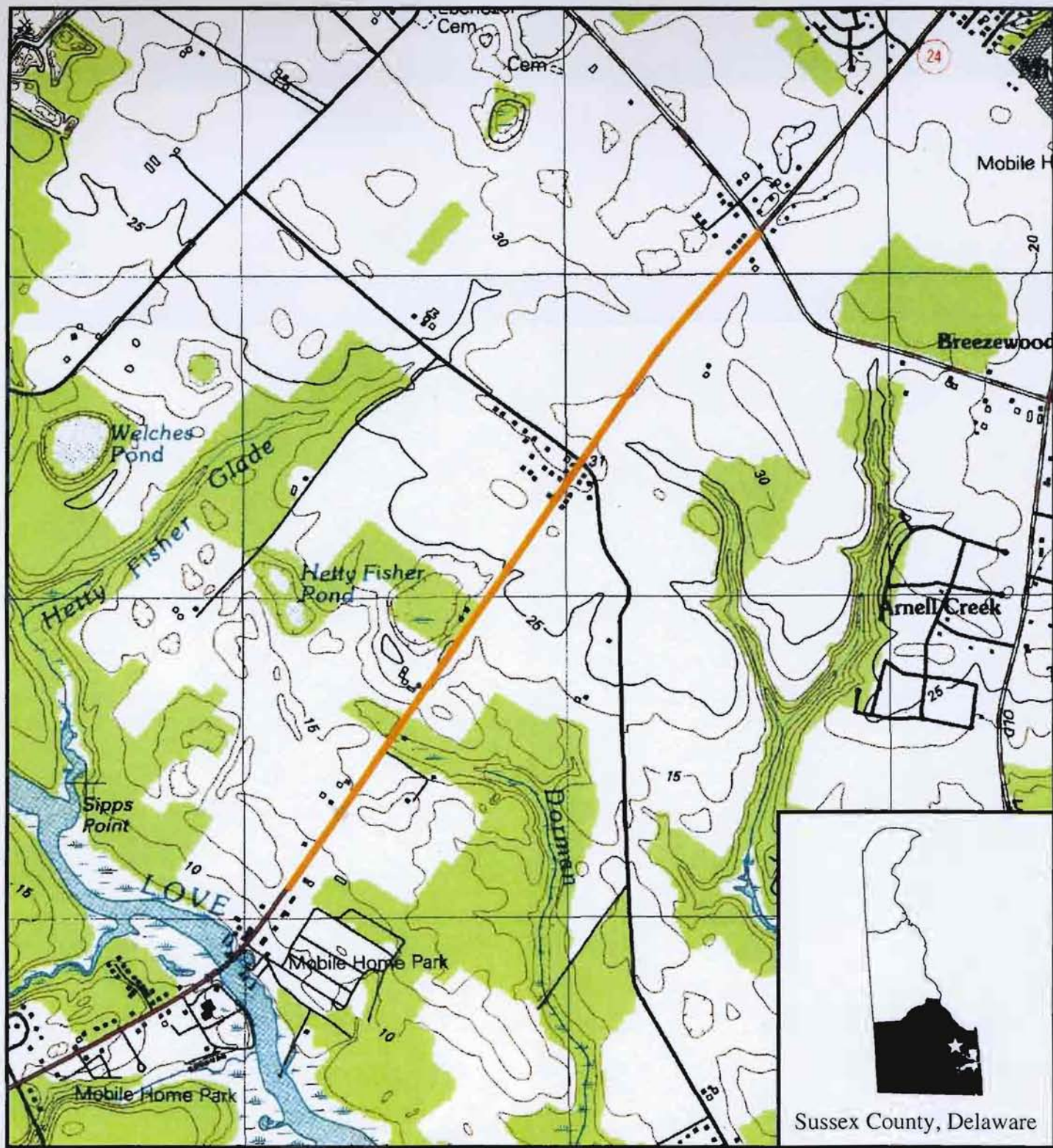
### **Project Description**

The project area currently consists of one 11-foot lane and one 8-foot shoulder in each direction. The cultural resource survey undertaken by McCormick Taylor is based on the following proposed improvements in the Love Creek to Route 1 Area of Potential Effect.

The improvements to Route 24 originally consisted of an evaluation of intersection improvements only at locations with possible safety and/or operational needs. In the spring of 2002, several large development projects were proposed within the study area. Along the eastern end of the study area between Love Creek and Route 1, a variety of developments were in various stages of approval by the County and/or under construction. These developments included significant residential developments, medical facilities, offices, and a new school. The developers in this area are required to make specific improvements along Route 24, based on approved traffic impact studies. At the eastern limits of the project area, just to the west of Route 1, this has resulted in a four-lane Route 24 roadway section including shoulders and turning lanes within a 124-foot right-of-way (ROW) west of Route 1 that reduces to an existing three-lane section of Route 24 west toward Plantation Road (Road 275). The remainder of Route 24 west to Love Creek, where development is occurring and planned, exists as a two-lane roadway with no center turning lane and no sidewalks.

To match the transportation requirements of the developers such as intersection improvements, turning lanes and shoulders, and to provide a consistent typical roadway section along Route 24, it was determined that a continuous two-way center turn lane should be pursued throughout this developing area. To provide a consistent typical roadway section throughout, the roadway would be improved to accommodate a continuous center turn lane, one travel lane in each direction with an 8-foot shoulder that could be striped as a bicycle lane, and sidewalks throughout the 2.4-mile project area.

The improvements consist of adding a two-way continuous center turn lane throughout the project limits. Paved shoulders (minimum of 8 feet wide) will be maintained, and could be striped as a bicycle lane. A 5-foot bicycle lane will be provided through intersections. In addition, continuous sidewalks are being proposed along both sides of the road. Intersection improvements, such as lengthening existing turn lanes and adding right turn lanes where warranted, are also being pursued. Closed drainage systems will likely be installed along certain sections of Route 24 due to right-of-way impacts.



Area of Potential Effect

Fairmount, DE Quadrangle



N



Feet

Figure 1

## **Environmental Setting**

This section of the S.R. 24 Planning Study project area is located in Lewes and Rehoboth Hundred in southeastern Sussex County, Delaware. The project area falls within the Coastal Bay physiographic zone of Delaware's Lower Coastal Plain. Situated north of Indian River, the project area stretches across a gently rolling to nearly level plain.

Most of the undeveloped land within the project area consists of the peripheries of lawn and yard areas of assorted residential and commercial properties that flank both sides of S.R. 24. Other landscapes along the project corridor include an occasional wooded lot or agricultural field.

The roadside edges of a few wetland settings are also present within the project area. While most of the natural waterways in the general region have been drastically altered by re-routing and ditching conducted as part of past land improvement activities, a few seemingly natural courses can still be found in the vicinity of the project area.

Soils within the project area are of the Evesboro-Rumford association and consist of assorted sands and sandy loams (USDA and DAES 1974). Generally, soils in this association are considered to be excessively-drained to somewhat excessively-drained. Most of the soils found within the project area are either greyish-brown sand/sandy loams from the Evesboro soil series (EvA) or yellowish-brown sands/sandy loams of the Rumford (RuA) series, the two predominant types of the Evesboro-Rumford association. In some places, the project area also includes some of the lesser soil types of the Evesboro-Rumford association such as Fallsington (Fa) and Klej (Kl) as well as small pockets of Woodstown (Wo) soils, all of which are considered to be less well-drained than Evesboro and Rumford soils. While Woodstown soils are considered to be moderately well-drained, both Fallsington and Klej soils are characterized as poorly-to moderately drained (USDA and DAES 1974).

## **Purpose of Cultural Resource Survey**

Based on the results of a preliminary cultural resource sensitivity assessment conducted as part of project scoping efforts by McCormick Taylor, Inc., it was concluded that the Love Creek to Route 1 section of the S.R. 24 Area of Potential Effect (APE) had the potential for containing historic architectural resources. Consequently, a cultural resource field survey was conducted for the project area in winter 2002/2003.

The primary goal of the cultural resource survey was to locate, identify, and provide evaluations of historic architectural cultural resources that may be eligible for the National Register of Historic Places and that may be affected by the proposed S.R. 24 Planning Study.

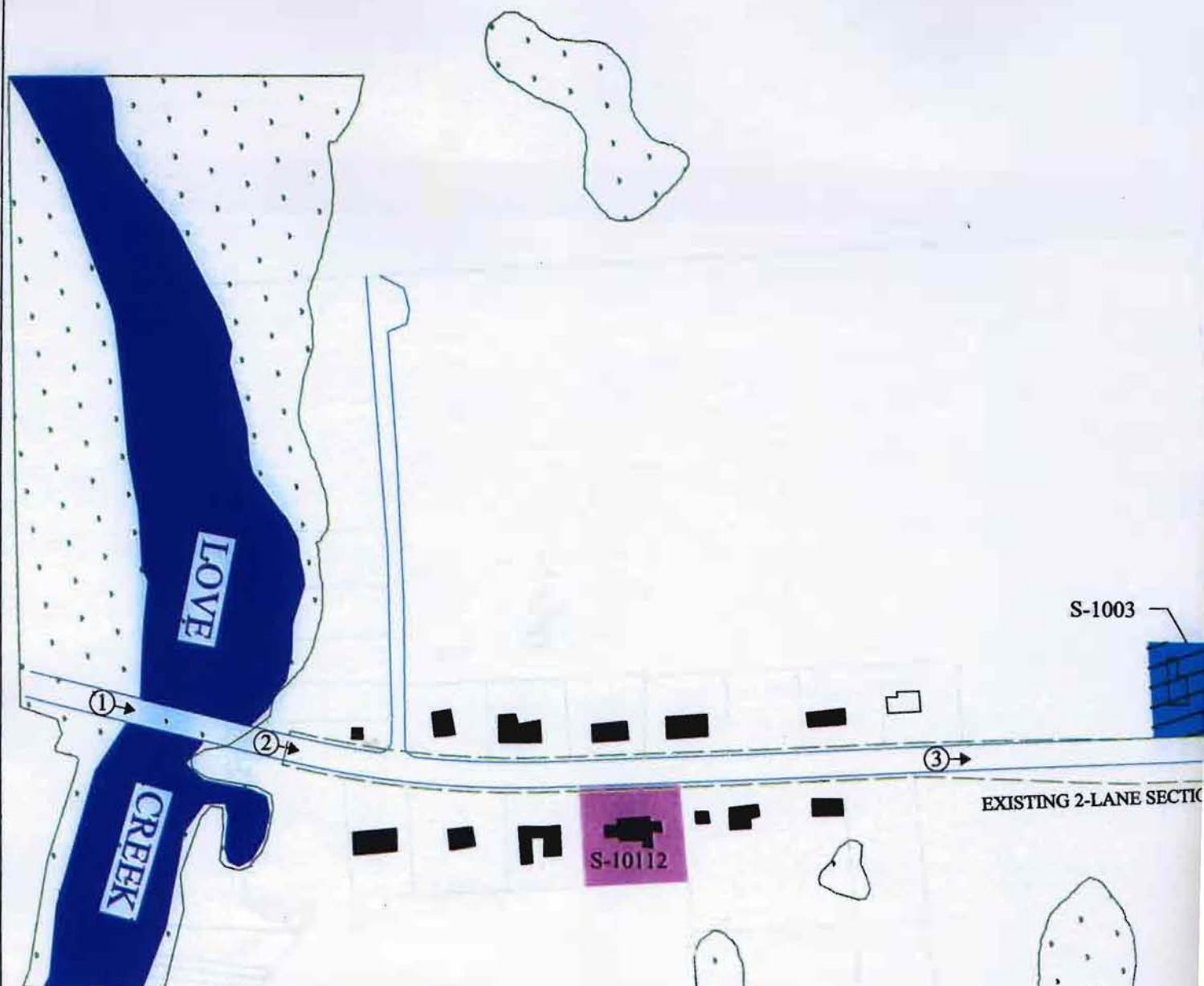
Pursuant to 36 CFR 800.4(a)(1), in conjunction with representatives from the Delaware Department of Transportation (DelDOT) and the Delaware State Historic Preservation Office (DE SHPO), the project's APE was established based on the current design scheme. For historic resources, the APE included all above-ground resources within visual and audible range of the proposed project. All buildings and structures on the properties that border any project activities were considered to be within the APE. For the purposes of the archaeological survey, the APE was determined to consist of lands within the Proposed Right-of-Way where proposed work would result in a disturbance of existing lands surfaces.

The cultural resource survey for the S.R. 24 Planning Study was conducted in winter 2002/2003 by McCormick Taylor, Inc. for DelDOT and the Federal Highway Administration (FHWA) in compliance with the mandates of Section 106 of the National Historic Preservation Act of 1966, Section 106 and Section 110, as amended; implementing regulations 36 CFR Part 800; the Federal Highway Act of 1966, as amended; Section 1019(b)(4) of the National Environmental Policy Act (NEPA) of 1969; and Section 1(3) and 2(b) of Executive Order 11593. The cultural resource survey was undertaken in consultation with DelDOT and DESHPO and performed in accordance with the protocols established by DelDOT, the DESHPO *Guidelines for Architectural and Archaeological Surveys* (1993), and the Secretary of the Interior's Standards and Guidelines. DelDOT and the FHWA provided funding for the cultural resource survey.

## **Project Area Photographs**

The following color photographs (*See Figure 2 and Photographs 1-6*) were taken in winter 2003 within the S.R. 24 APE along the existing Route 24. These photographs give an overall view of the area and illustrate the general character of Route 24 from Love Creek to Route 1.

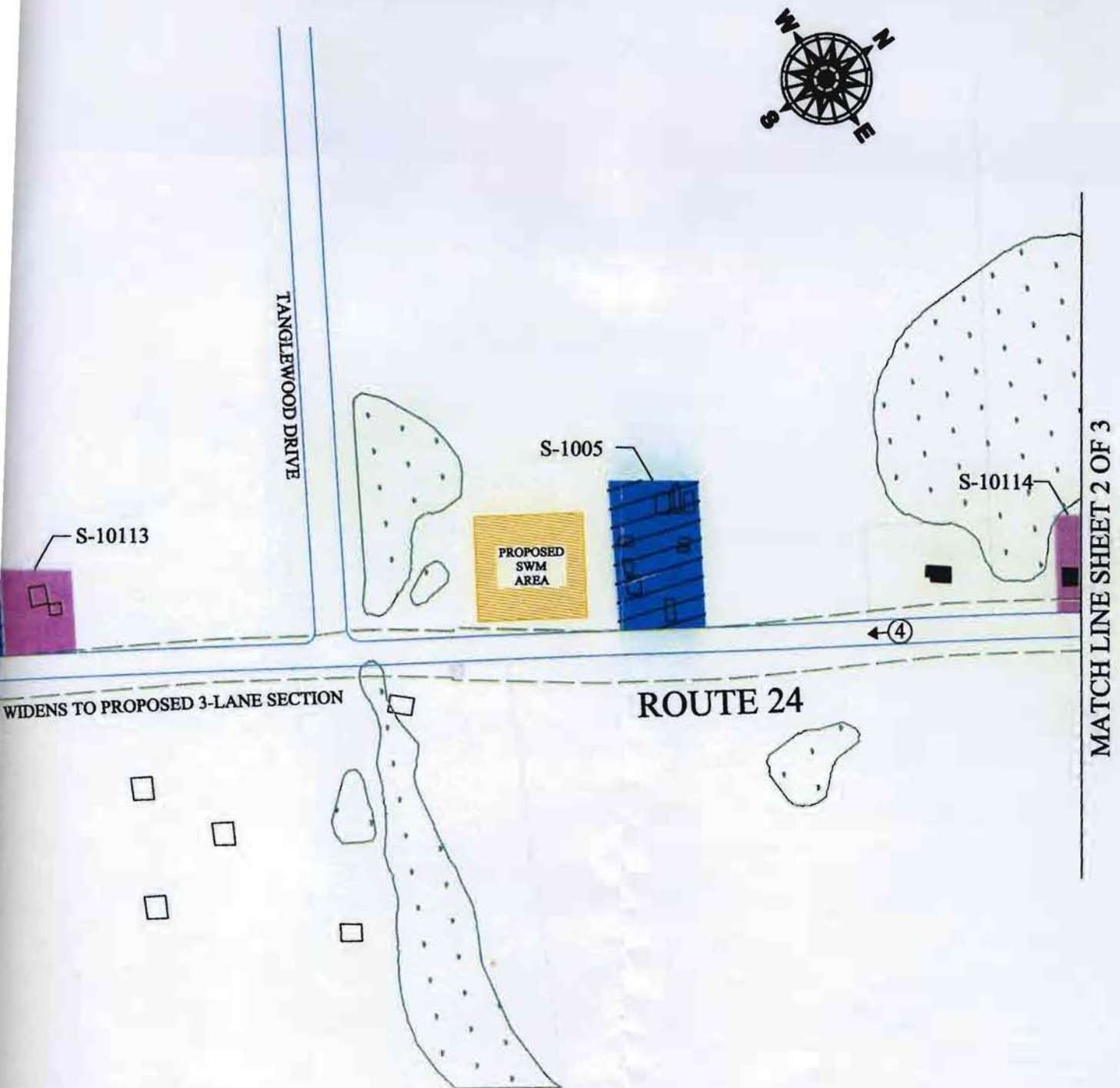




LEGEND	
S-2005	PREVIOUSLY INVENTORIED WITH NO DETERMINATION
	PROPERTY 50 YEARS OR OLDER (CURRENT SURVEY)
	RECOMMENDED ELIGIBLE FOR THE NATIONAL REGISTER
	WETLANDS (DNREC)
	STRUCTURE
	EXISTING RIGHT-OF-WAY (50 FT)
	PROPERTY LINE
	AREA OF POTENTIAL EFFECT
①	PHOTO LOCATION

NOTE: THESE PLANS ARE CONCEPTUAL IN NATURE. FIELD SURVEYS AND DETAILED ENGINEERING WILL FOLLOW THE PLANNING PHASE INTO DESIGN. ADDITIONAL CULTURAL RESOURCE AND ENVIRONMENTAL STUDIES WILL ALSO BE REQUIRED IN THE FUTURE. AS A RESULT, THE CONCEPTUAL DESIGN SHOWN ON THESE PLANS MAY BE SUBJECT TO CHANGE.

HISTORIC RESOURCE  
LOCATION MAP  
FIGURE 2A



100 0 100 200  
SCALE IN FEET

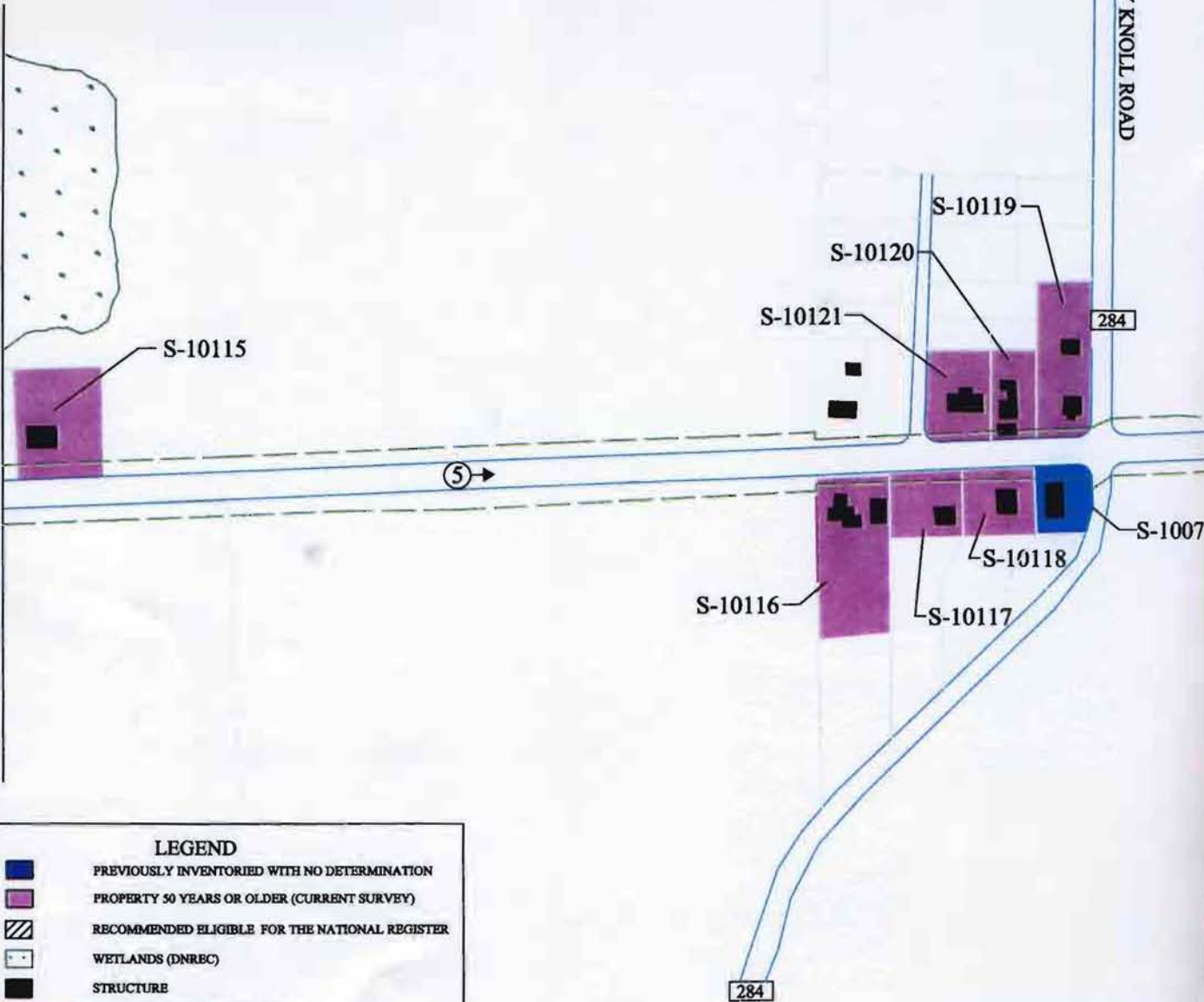
McCormick  
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MATCH LINE SHEET 1 OF 3

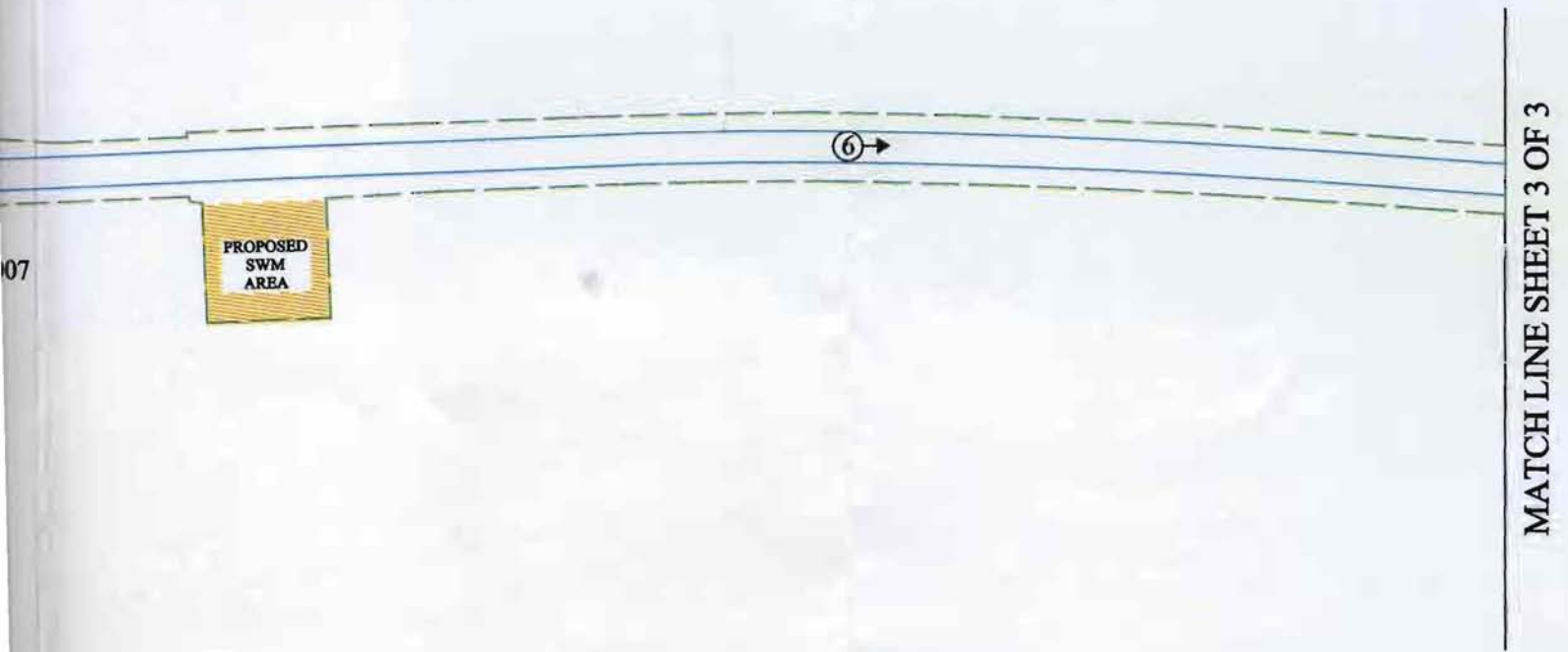
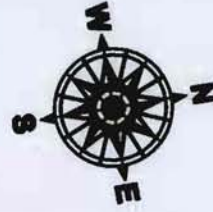
MULBERRY KNOLL ROAD



LEGEND	
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HISTORIC RESOURCE  
LOCATION MAP  
FIGURE 2B



07

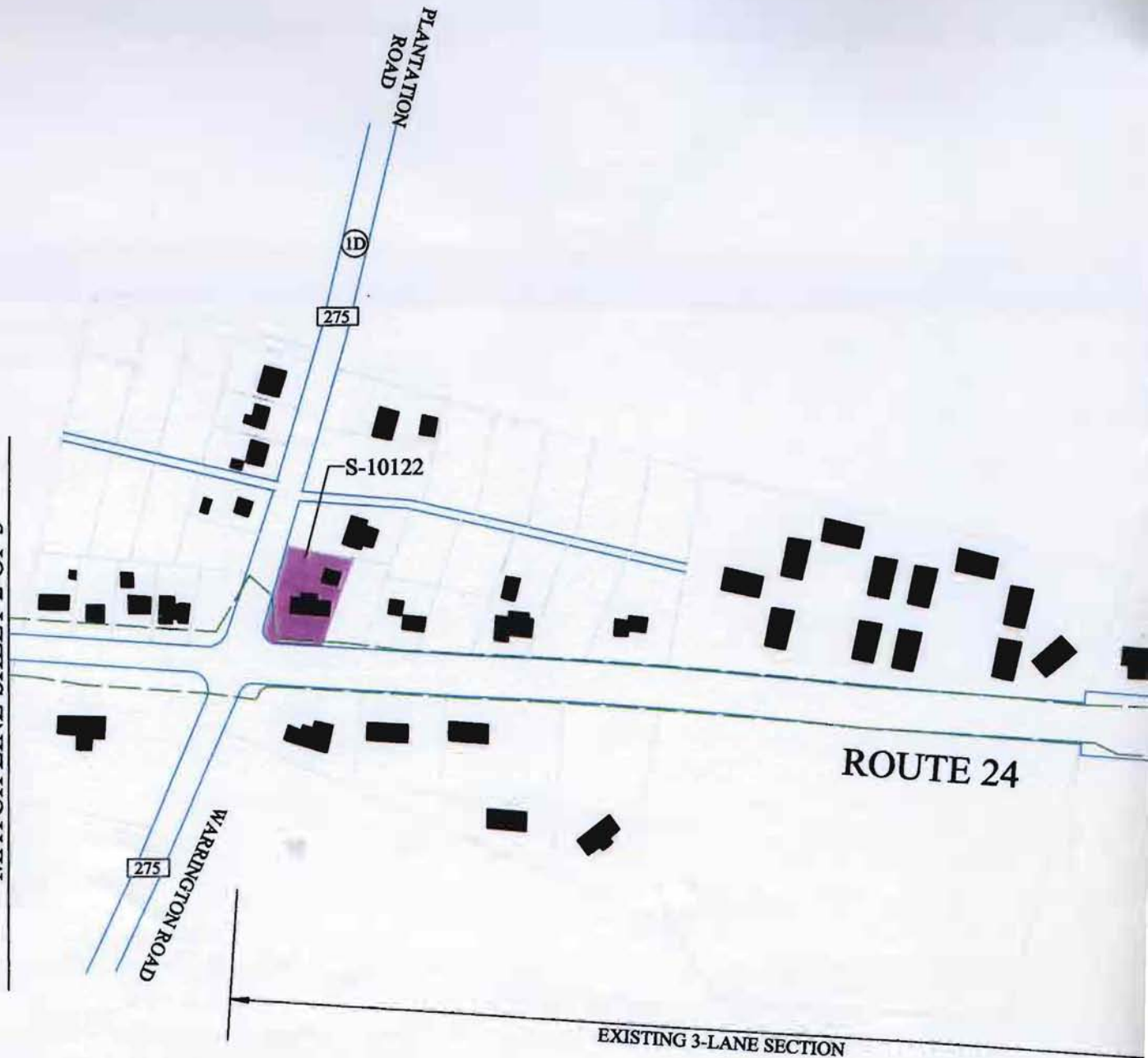











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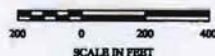
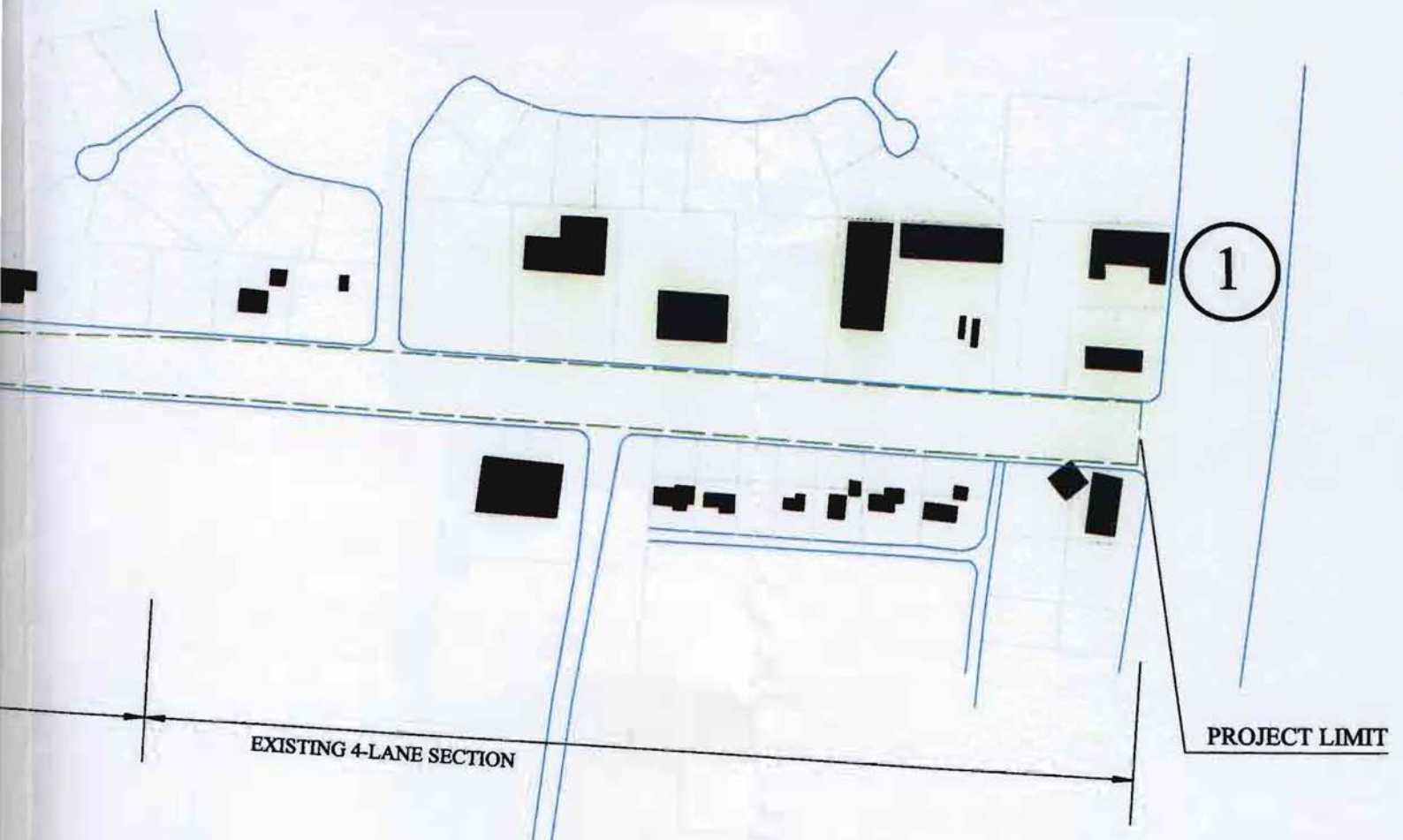
MATCH LINE SHEET 2 OF 3



LEGEND	
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HISTORIC RESOURCE  
LOCATION MAP  
FIGURE 2C



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Photograph 1: Route 24, facing southeast at the bridge over Love Creek.



Photograph 2: Route 24, facing northeast at the bridge over Love Creek.





Photograph 3: Route 24, facing northeast toward S-1003 (yellow house).



Photograph 4: Route 24, facing southwest toward S-1005 (white house).



Photograph 5: Route 24, facing northeast near the Cape Henlopen School.



Photograph 6: Route 24, facing northeast near Plantation Road.